





## INTIMATION

A. S. WATSON & CO.,  
LIMITED

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

&amp;c., &amp;c., &amp;c.

COGNAC BRANDY

OF THE FINEST QUALITY.

Per Dozen

A. OLD PALE COGNAC ... \$20.00

B. SUPERIOR VERY OLD  
COGNAC ... 27.00C. VERY OLD LIQUEUR  
COGNAC ... 35.00D. HENNESSY'S FINEST  
VERY OLD LIQUEUR  
COGNAC, 1872 VINTAGE 40.00Our BRANDIES are guaranteed to be  
PURE COGNAC, the difference in Price  
being merely a matter of Age and Vintage.A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

OFFICE TO CORRESPONDENTS.  
All communications relating to the new columns  
should be addressed to THE EDITOR,  
The Hongkong Daily Press, and all  
communications should be sent to the Editor  
directly, with communications and letters to the Editor  
All letters for publication should be written on  
one side of the paper only.  
No anonymous signed communications that have  
not appeared in other papers will be inserted.  
Orders for extra copies of Daily Press should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.  
P.O. Box, 33. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10th August, 1903.

Of how, whilst being absolutely truthful, a telegram may be made to suggest absolute falsehood, we have had one or two recent examples in German telegrams. We have no need here to remind you of the traditional policy of Germany with regard to Russia, which is, as all the world knows, one of extreme caution, at times almost verging on timidity. That is her own affair; and she is doubtless herself convinced that all is right and square as between Russia and Japan, and that the encroachments of the former on Manchuria, and more recently on Korea, do not in any way compromise the position of Japan. It is quite true that the continuous telegrams issued from Laffin's Bureau, stating that war between Russia and Japan was imminent, have turned out so far to be untrue; but the conclusion attempted to be inferred that they were "all nonsense" is by no means borne out by the circumstances of the case. Russia, indeed, though her methods are not as those of the more civilised nations, and partake largely of what we are accustomed to designate as Asiatic duplicity, is by no means novel in her ways, and indeed has a trick of unconsciously repeating herself, which is inconsistent with the highest diplomacy. The situation has, in fact, been strained to the point of endurance, and it has only been the tact and calmness of Japan, doubtless influenced from England, which has prevented up to this an open breach. In many respects, and in none more so than in the action of Russia in occupying in time of peace territories that do not belong to her, the situation exactly reproduces the course of events preceding the Crimean war. On that occasion the Tsar himself had got into a childish contest with Turkey

wherein was concerned nothing of greater importance to the world at large, nor indeed to the Latin and Greek Churches, which were supposed by the Tsar to be particularly interested, than the possession of a duplicate key and the fixing of a silver star in an ancient church. After keeping Europe for months in a ferment, Lord Stratford de Redcliffe, who had opportunely returned to his post at Constantinople, by the exercise of a small amount of commonsense settled the weighty question in a couple of weeks, and to the satisfaction of both of the would-be belligerents. But though the sore was healed the pain remained, and was aggravated by the fact that it was an Englishman who had rescued the Tsar from the consequences of his own childishness, so the next step of the Tsar, who at the moment, unlike his great grandson, was *de facto* the Russian Government, was in time of peace to make a demand of the Sultan to let him [the Tsar] manage the other's household. This not being agreed to, the same silly talk of private and secret treaties, and of the great loss the Sultan was undergoing through not shutting his eyes and trusting in the assurances of his benevolent friend and neighbour, was forced on the Government of the Sultan, and the good intentions of Russia towards Turkey were as assiduously pressed as in the present case her amiable wishes for the stability of China are being pressed before all the Courts of Europe. Unfortunately for his project, the Tsar, in a moment of temporary aberration, to which fortunately most wrongdoers are liable from time to time, made one evening the British Ambassador at St. Petersburg his confidant, so far as to entrust to him his pretty scheme for the division of the heritage of Turkey. "Turkey," he said, "is a sick man—irrevocably sick, in fact on his death-bed, and his heritage must be shortly divided. Now I would not like to do anything without the participation of England. There's Constantinople; well, I won't let you take that, but there are other places, and I don't much mind what you take, only your must leave me Constantinople."

"But, Sir, the patient is not yet dead, and it is not customary to divide the estate till the breath is out." We know the result; but the Tsar has not yet been able to move his winter palace to the mild waters of the Bosphorus, and the Turkish Empire still exists. The parallel is none the less striking that in the present case the autocrat NICOLAS I. has given place to the comparatively insignificant successor, the Emperor William. Peking and the fertile lands of Manchuria and Korea are as tempting as the wide lands of the Balkan Peninsula, and the empire of the Pacific is as sweet a subject of Russian ambition as the command of the Levant. But there is a difference; with all his faults, and they were many, Augustus never listened to Russian threats, nor did he in return for Russian gold consent to render to the stranger the heritage of his fathers. Russia too has learnt a lesson, and this time she has not made England the repository of her disgraceful secret. Whether, like the wife of Midas, she has found a sympathetic marsh to hear that her chief has ass's ears, does not yet appear, nor have any swaying reeds as yet whispered to the world what she would fain conceal but dare not contain. The recipient of the secret this time is certainly not England. Nay, she has plucked up heart of grace, and in the person of the Times Correspondent has indicated to Sir CHARLES SCOTT that she wants no English counsel. But though the soothing winds have not yet carried her story, her aims are none the less clear than were those of the great Autocrat, whose ways she so awkwardly essays to follow. NICOLAS I., in the moment of his vexation, when Turkey finally refused to extinguish herself, it is recorded, in the silliness of his despair summoned the chief of his staff, and ordered his troops at once to cross the Pruth, the last act which in time of peace was equivalent to throwing down the gauntlet in the face of Europe; and Europe, possibly more regardless of its rights and interests than the Europe of to-day, accepted it as such. But in those days, as in these, there were those who sincerely desired peace, and who to their honour left not a stone unturned to prevent, even at considerable sacrifice, the horrors of war from breaking forth. So far the German telegrams tell what is but simple truth. "The French and even the English Press are trying to tranquillise public opinion. The United States Government [tries to make itself] fully satisfied as to the course events have taken, and is now waiting the official statement of the Russian Government as to the future of Manchuria." So the European states waited in 1853 for some declaration of Russia of which they could avail themselves to compel, if necessary, the acquiescence of Turkey. The declaration, however, came

not, but in its stead the barbarous slaughter of Sinope, when the Russian fleet without declaration of war bore down upon the unarmed ships of Turkey in the harbour of Sinope, and wiped them out of existence. Russia has changed her mind but not her methods, and as in 1853 the dignified moderation of the Turkish Sultan warded off from Europe for nearly a year the outbreak of a war she had never provoked, so exactly half a century later it has fallen to the lot of Japan to uphold similarly the peace of the world in a case of equally brutal and unprovoked aggression. The danger is none the less real that by studied moderation Japan has hitherto averted it, but the outer world little knows how near it has been to a war which for good or evil must affect the future not only of Eastern Asia, but of the whole world. For the present, perhaps fortunately for our peace of mind and happiness, these things are hidden away in the mysterious drawers of the various Foreign Offices, but the danger is none the less real that it has not been shouted out on the house-tops. It is true that England, so far as the world knows, has not at hand the services of a STRATFORD CANNING, but then on the other hand Russia is not ruled by the autocrat NICOLAS I. We can only hope for the best.

It is notified in the *Gazette* that Police Sergeant - 42 Sim has been appointed an inspector of nuisances at Stanley.

Yesterday was the first anniversary of the Coronation of King Edward, and the men-of-war in harbour dressed ship in celebration of the occasion.

There was one case of plague reported on Saturday, the dead body of a Chinese being found in Cheuk On Lane. This brings the year's total up to 1,382.

A London paper relates that while an Englishman was playing golf on the links at Rokkasan, Kobe, Japan, a crow swooped down, seized the ball and flew away with it.

The introduction of the new Conant peso in Manila has occasioned a furore in commercial circles on account of the difficulties experienced in teaching its value, says a Philippines journal.

The Harbour Master notifies that a stone junk lies in the Canton River just above the Second Bar Creek. Her masts are above water at present, and the wreck is a danger to shipping navigating the river.

A Paris telegram states that M. Santos Dumont will enter two flying-machines in the races at the St. Louis Exposition. He has perfected his machines so that he can sail 40 miles an hour without a human hand.

Contrary to expectation, Sir Ernest Satow, H. B. Minister at Peking, left on Saturday afternoon for Shanghai on the P. & O. steamer *Samatra*, which, on passing H.M.S. *Tamar*, was saluted by that vessel. H.M.S. *Vengeance*, on which His Excellency was expected to make the trip North, left the harbour at ten o'clock on Saturday morning, and may possibly convey the Minister farther North.

The Finance Committee of the Philippine Conference of the Methodist Church is going to erect a magnificent building in Manila shortly, says the *Callaness*. The proposed structure will cost \$35,000 and will be one of the most attractive pieces of church architecture in the Orient. The edifice will be known as the Knox Memorial Church and is to be located on the corner of Calle Coarantes and Calle Lopez de Vega in the Trozo district, nearly opposite the National Theatre, on the site of the old Oriental Theatre.

The following returns of the average amount of bank-notes in circulation and of specie in reserve in Hongkong, during the month ended 31st July, 1903, as certified by the managers of the respective banks, are published in the *Gazette*—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	3,381,275	1,700,000
Hongkong and Shanghai Banking Corporation.	10,171,925	7,000,000
National Bank of China Limited.	429,750	15,000
Total.	\$14,982,950	\$8,715,000

The programme which should have been given by the band of the 33rd Burma Infantry, on the new Parade Ground, on Monday last, will be performed by the same band this afternoon. In addition the pipes of the Regiment will play the following programme:—  
March "The Camera Men"  
March "The Blind Bear"  
March "John Bull March"  
March "The Earl of Marbury"  
March "The Cock of the North"  
March "Fiddlers' Farewell to Edinburgh"  
March "The Cameronian"  
Reel "Captain Bill."

A San Francisco paper relates that the captain and officers of the China Commercial Co.'s s.s. *Ching Wo* experienced some trouble at Manzanillo, Mexico, last trip, when 849 Chinese coolies taken there from Hongkong grew troublesome as the result of the lot detention in quarantine, and threatened to board the steamers' officers overboard, being only prevented from making an assault by the timely raising of the quarantine and the arrival of a regiment of Mexican soldiers. Measures will be taken in time to keep early Chinese under proper subjection on their next occasion.

## TELEGRAMS.

## REUTER'S SERVICE.

## THE NAVAL MANŒUVRES.

LONDON, 6th August.

The naval manœuvres begin on an unprecedented scale and extend from Berehaven to Madeira.

## THE LONDON EDUCATION BILL.

LONDON, 6th August.

The London Education Bill has passed the third reading in the House of Lords.

## THE SUGAR CONVENTION BILL.

LONDON, 6th August.

The Sugar Convention Bill has passed through Committee in the House of Commons.

## THE NEW POPE.

LONDON, 6th August.

The Coronation of the new Pope will take place on Sunday, but the Pope not having communicated his election to the Government, Signor Zanardelli has instructed the State officials not to participate in the fêtes to celebrate the occasion.

## THE NEAR EAST.

LONDON, 6th August.

The Porte in a note to the Powers declares that it is impossible to withdraw troops from Macedonia and describes the situation as very serious.

## RIOTS AT L'ORIENT.

LONDON, 6th August.

Serious strike riots have occurred at L'Orion; the mob stoned and stormed the Court, where one of the strikers was being tried, and then attacked the Cavalry and Gendarmes who had reinforced the Artillery. Fighting lasted three hours.

## THE GOVERNOR-GENERAL OF AUSTRALIA.

LONDON, 7th August.

Baron Northcote has been appointed Governor General of Australia.

## UNREST IN ARMENIA.

LONDON, 7th August.

In December last the British and Russian Ambassadors in Constantinople issued a joint note regarding the situation in Armenia in consequence of which the Porte instructed the Valis to rigorously repress the excesses of the Kurds. The British Vice-Consul at Bitlis has been ordered to proceed to and report on the situation and excesses in Macedonia. Eight Turkish battalions have been sent to Monaster. N.B.—It is uncertain whether the words "In December" in the second paragraph of above message refer to the appointment of Baron Northcote or to Armenia." (R. T. Co., Ltd.)

## THE UNREST IN RUSSIA.

LONDON, 7th August.

The unrest in Russia is unabated. Cossacks fired on 2,000 strikers at Kieff, killing three and wounding twenty-four.

## "TOM, DICK, AND HARRY."

Arrangements are now complete for the Pollard season. The Company are to arrive on Tuesday and the initial performance will be given on Wednesday night, the piece chosen being the famous London farce-comedy success, *Tom, Dick, and Harry*. The following is a brief outline of the plot:—Tom, Dick, and Harry are three young men about the same height, weight and build. Each has a fair beard, moustache, and hair. All dress alike, speak alike, and even wear the same coloured ties and hat-bands. In fact, it is impossible to say who's who. Three charming women get hopelessly mixed up with the trio, one of whom is married while the other two are engaged, while the engaged takes liberties with the married. The whole thing becomes so hopelessly involved that to detail the plot would fill several columns.

The strongest character in the play is that of General Rufus Stanhope, an epileptic, dyspeptic, rheumatic old Anglo-Indian, played capably by Mr. Edward Noble. The old gentleman explodes about every five minutes in a paroxysm of rage, caused invariably by his own ludicrous mistakes in connection with the young men's resemblance to one another. Tom, Dick, and Harry, played respectively by Messrs. Watson, Carr, and Ellison, are the most amusing trio possible, darting in and out, threatening each other lives, always in the wrong place and the wrong woman's arms at the wrong time, opening through doors into wrong rooms and generally so mad in their behavior that everybody imagines himself or herself the only sane person on the stage.

## BOXING AT THE CITY HALL.

There was a large attendance at the City Hall on Saturday night on the occasion of the contest between Jack Grace of America and Sam Newman of Manila. The preliminary bouts provided some good sport. Barrett, R.E., was to have opened the ball with an eight-round encounter with Callaghan of the *Vengeance*, but, in the absence of the latter, Barnes of the *Albion* stepped into the breach and despite of being out of training and at a disadvantage as regards reach and height he put up a very good fight which Referee Mike Collins declared a draw. Mr. J. Logan was time-keeper and Mr. W. Waters M.C. Next on the list of events was a six-round contest between Cohen and Marriott of the Dorbyshires. Of a lively tussle Marriott had slightly the best show, due in no little degree, someone suggested, to the way in which Cohen's second, Syd Jones, piloted his man with the water-bottle. This also was declared a draw. A novel encounter followed, Five men of the garrison entered the ring. One took his stand in the middle and one at each of the four corners. On the call of time the corner-men rushed upon the fifth and attempted to down him. Then the fight became general and in a few moments three men had been downed and thus put out of action. The remaining two fought out the event and Sapper Rodgers carried off first honours.

After three rounds between Cohen and Connolly and six between two Naval men, the ring was got ready for the big fight of the evening. Mr. Waters was elected referee, Mr. E. G. Jordan held the watch, and Mr. Logan was check timekeeper. As Grace and Newman stepped into the ring they were accorded a hearty round of applause. Both looked remarkably fit and the general opinion was that they were a well matched pair and that a capital contest was assured. In the first round Grace opened the attack, after some wary sparring, with a jab with the right, landing on his opponent's neck. There were not many blows given or received on either side, but Grace had what advantage there was. In the second round Newman got home a heavy swing on Grace's face and followed up with some telling body-blows which made Grace look grumpy and eventually sent him to the floor. He was on his feet, however, half-way through the count and spent the rest of the round in defence. Things were reversed in the next round; Grace did all the pressing and landed some nasty jabs, left and right, on Newman's face and neck, and at length forced his opponent to his knees. Newman took advantage of the count, Grace commenced a fierce attack in the fourth round and sent in a left shoulder blow which Newman responded to with a powerful counter on the ribs. Hard hitting ruled for the rest of the round, Newman getting home on his opponent's body and Grace swinging effectively on Newman's face. In the fifth round Grace attacked so hotly that he again forced Newman to the floor, and when time was called he was still pressing hard and keeping Newman on the defensive. In Round No. 6 Newman did not look particularly fresh when he left his corner and Grace hustled him around the ring, raining in heavy blows on the face and ribs; Newman however showed a sturdy defence towards the end and got in one or two telling body-blows. Grace came up smiling at the call of time and forced the pace, landing several stinging blows on Newman's face. Newman at last found an opening and sent in a mighty upper cut that took effect on Grace's jaw, upon which Grace obviously lost his temper and was guilty of lifting his foot. But no harm was done. Referee Waters administered the necessary warning and the fight proceeded. In the next round Newman forced his man against the ropes and received a punishing blow on the head for which he afforded Grace an opening. The men were now showing the effects of the hard work they had been putting in. Grace had all the ultimate advantage in the next round, the ninth; he did not show up very well to begin with but during the last half of the round he got in some stinging leads and counters and an upper cut that landed on the point of Newman's jaw and made him stagger. So far Grace appeared to have had the most of the fight, and therefore that which happened in the tenth and last round was all the more surprising. From something approaching a clinch Grace sent in two hard blows on the ribs and followed up with a couple of hard punches on the jaw from his right. Newman took his punishment more than gamely and rushing in under Grace's defence he sent in a succession of swift short jabs that made Grace wince and drew blood from both sides of his face. Then came the finish. Grace again lost his temper, and being carried away no doubt by the excitement of the moment, he lifted his foot and kicked Newman—a palpable kick. Referee Waters very rightly sent the men to their corners and awarded the fight to Newman. The round had gone 2 minus 35 seconds, when the fight occurred. Newman's victory was warmly cheered by the audience, and he deserved the ovation for the plucky fight he made of it and the good temper with which he took the pretty heavy punishment that Grace inflicted.

## WEATHER REPORT.

The Hongkong Observatory, on the 8th inst. issued the following report:—

Black North Cone lowered.  
The barometer has fallen over E. Japan, risen over the S. and S.E. coasts of China.  
The typhoon, which entered the coast near Amoy yesterday morning, has probably continued to move NW. over China as a depression of decreasing intensity.

Pressure remains high over the Loochoos.  
Fresh S. monsoon along the China coast and over the N. part of the China Sea.  
Forecast:—Fresh to moderate S. winds squally, showery.

Telegraphic communication between the Observatory and Hongkong is interrupted.

## BOWLING MATCH AT KOWLOON.

A team from the Kowloon Docks met a team of Kowloon residents in a match at the Bowling Green, Kowloon, on Saturday afternoon, and the result of an unfinished game was 37 points for the Docks men against 18 for their opponents. The match, which was postponed from the previous Saturday, aroused much interest, and as both teams were strong a good contest was anticipated. At the last moment, however, two of the Kowloon eight, Messrs W. C. Jack and J. Galt, failed to put in an appearance, and their places were taken by Messrs T. Skinner and G. R. Edwards. The Docks team was as originally selected, and the composition of both as follows:—

KOWLOON DOCKS.	KOWLOON.
A. G. Ewing	J. Macdonald
D. Gow	A. W. Laverton
J. Kinnear	T. W. Robertson
J. Kyles	A. Gibson
E. J. Main	C. F. Fockon
J. Parkes	T. Skinner
W. Deas	G. R. Edwards
J. Ramsey	A. Ritchie

Two risks were played, of which the ships were—No. 1 risk—A. G. Ewing and J. Macdonald; No. 2 risk—D. Gow and A. Ritchie. The greens were a trifle heavy, but not so bad as to materially affect the game; the only drawback was the falling light, which made it impossible for No. 2 risk to finish the sixteen heads the sides agreed to play. No. 1 risk managed to get through them all, but the other risk only completed thirteen—an unlucky number for the Kowloonites, who were five behind when the last bowl was rolled. The Docks men played a good, consistent game, and on No. 1 risk, where Mr. Deas showed excellent form, led their opponents all the way, finishing up with 24 against 10. On the second risk the contest ran on closer lines, but when it was interrupted by the gathering darkness the Docks representatives led the others by 13 to 8, the total scores for the respective sides then being—Kowloon 37; Kowloon Docks, 18.

A return match will take place on Saturday, 22nd inst.

## SUPREME COURT.

Saturday, 8th August.

## IN APPELLATE JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GORDMAN (CHIEF JUSTICE).

CHIU HOOK LAM (APPELLANT) AND THE ATTORNEY-GENERAL (RESPONDENT).

His Lordship said:—In this case, the Attorney-General, the respondent, appears in person in support of his motion, and no one appears for the appellant, who, yesterday, gave notice that he withdrew his appeal. By section 16 of the New Territories Land Court Ordinance, No. 18 of 1900, a claimant dissatisfied with a decision of the Court, where the value of the claim is over \$5,000, may, within 14 days from the date of such decision, apply to the Chief Justice for leave to appeal to the Full Court. In this case, notice of motion headed Chiu Hook Lam, appellant, and the Attorney-General, respondent, was given and filed on 7th August, 1901 (the last day for moving for leave), that "the Court" without awarding that day by Mr. Francis, K.C., for such leave to appeal from the Land Court's decision. The notice should have said that the Chief Justice would be moved but, in that as it may, the notice would have been better filed sooner, as when not filed till the last day it is possible the Chief Justice may be occupied in other cases. It must be borne in mind that the actual motion must be made within the fourteen days, and it is not enough that a motion paper be filed within that time. However, in this case the motion was made and mentioned in Court on 7th August, 1901, and was adjourned sine die by the then Acting Chief Justice. Considering that the Legislature had fixed a limit of fourteen days for moving, I do not for one moment suppose that the learned judge in adjourning the hearing of the motion *sine die* intended, or that the appellant thought he intended, that the motion might be brought on again a year or two later. It was, in the circumstances, the duty of the appellant and his solicitor to apply within a reasonable time for the Court to fix a day for the further hearing. With an appeal hanging over the decision of the Land Court, the title of the land must remain in an unsatisfactory state, and this the appellant must have known full well. Nothing having been done for nearly two years to bring in the motion for leave to appeal, the Crown Solicitor wrote to the appellant on 26th June, 1903, saying: "As the Government desires that the title to the land may be cleared up, I am directed to give you notice that unless you either proceed with the appeal or abandon it within one month from date, application will be made to the Court to strike out the appeal." The notice was perfectly reasonable, but, instead of abandoning the appeal, the appellant insisted till 25th July, the day before the month had expired, and then, through his solicitor, writes asking for two months' further time. Naturally, the Crown Solicitor, acting for the Attorney-General, the respondent mentioned in the appellant's original motion paper, declines, and adds: "I propose to take steps to bring the matter before the Court as soon as possible." Accordingly, on 1st August, 1903, the Crown Solicitor, having obtained leave to serve notice of motion for to-day (8th August) filed and served his notice of motion that the Court would be moved that the application for leave to appeal filed on 7th August, 1901, might be dismissed for want of prosecution. Again, waiting till the last day, the appellant's solicitor writes, on 7th August, 1903, that on behalf of the appellant they beg leave to withdraw the appeal. The Attorney-General appears here to-day, in pursuance of the notice of motion, to explain the facts to the Court and to ask the Court to deal with the question of costs. It is unnecessary to formally dismiss an application which has been withdrawn, but I must deal with the costs. In my opinion, the appellant has not dealt properly with the Court or the respondent. He had no right, after waiting nearly two years, to make up his mind whether he would or not proceed with his motion for leave to appeal, thus taking undue advantage of the adjournment *sine die*, so have expected a further indulgence of two months. It was right, therefore, for the respondent to bring the matter before me, for the Court has inherent jurisdiction to prevent the abuse of its process, and unless the Attorney-General had attended to explain the position of the matter the Court would not have been able to deal with it. I therefore allow the cost of this motion, including the appearance of the Attorney-General (the respondent) and direct that they be paid by the appellant, Chiu Hook Lam.



## POLICE COURT.

Saturday, 8th August.

B. FORB Mr. T. SERCOMBE SMITH  
(POLICE MAGISTRATE).SERIOUS CHARGE AGAINST EUROPEAN  
CONSTABLE.

Lance-Sergeant Alfred George Brimble was charged with the manslaughter of a Chinese hawk at Yau-mai on the 3rd inst. He pleaded not guilty.

Inspector Macdonald, Yau-mai, gave formal evidence of the arrest of the defendant at the Central Police Station at 10.35 that morning, and applied for a remand.

His Worship adjourned the hearing till Wednesday, 12th inst., at 2.15 p.m., and fixed bail at \$5,000 in two sureties of \$2,500 each.

It is alleged against the defendant that he kicked the deceased, who was one of a number of hawkers whom he was clearing out of the way. The unfortunate man was removed to hospital, where he died; his dispositions were taken on Friday.

## "TYR" MANSLAUGHTER CASE.

The coal collier who is charged with the manslaughter of another on the Norwegian steamer *Tyr* during a trip to Canton on the 28th ult., was brought up on remand and the case against him proceeded with. Chief Detective Inspector Hanson conducted the prosecution, and on the instructions of Mr. F. B. L. Bowley, Crown Solicitor, preferred an additional charge against the accused—one of assault with intent to do grievous bodily harm.

As we have already reported, the *Tyr* left the harbour for Canton on the date mentioned with a cargo of coal, to which she was at its destination 160 coolies were engaged. The trip to Canton was beset by difficulties, but unfortunately a dispute arose and a free fight resulted. In the course of this a coolie named Wong Hip, it is alleged, was pushed overboard by the defendant, who was arrested when the steamer returned to Hongkong.

The body of the supposed dead man has not been recovered, and it is in view of that fact that the second charge was added to the original one of manslaughter brought against the prisoner.

A brother of Wong Hip gave evidence, and the hearing was subsequently further adjourned.

## THEFT FROM EUROPEAN STORE.

On the complaint of Mr. D. Clark, storekeeper Jane & Crawford's, the head cook and one assistant cook employed in the mess there were charged with stealing provisions. The complainant stopped the second defendant on Friday as he was leaving the premises with a basket containing the stolen goods, and asked a few pertinent questions, in answer to which the man made a statement implicating the first defendant, who, with the other, was arrested and charged with larceny.

Another assistant cook was called as a witness, and when he had given his evidence his Worship said he was lucky in not occupying a place in the dock along with the other two, who were found guilty and sentenced to two months' hard labour each.

## UNLAWFUL POSSESSION.

Arrested for trespass at the Naval Hospital, Morrison Hill, and searched in the usual way at Wanchai Police Station, a coolie was found to be in possession of a quantity of cheap jewelry regarding which he could not give a satisfactory explanation. He was fined \$55 altogether—\$5 for trespassing and \$50 for unlawful possession. The prisoner was just newly out of goal.

COMMISSION ON THE  
REGISTRY.

The following Commission appears in the *Government Gazette*:

Whereas it is expedient that a Commission be appointed to enquire into and report on the General Work of the Registry of the Supreme Court of the Colony of Hongkong, and to recommend what changes, if any, are necessary to secure the performance of the work thereof with efficiency and economy,

Now, therefore, I, Sir Henry Arthur Blake, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the aforesaid Colony and its Dependencies and Vice-Admiral of the same, do hereby under the powers vested in me by Ordinance 27 of 1886, entitled the Commissioners Powers Ordinance, 1885, appoint you the Honourable Francis Henry May, C.M.G., the Honourable Alexander Macdonald Thomson, Ernest Hamilton Sharp, Esq., K.C., and Victor Robert Deacon, Esq., to be a Commission for the purpose of enquiring into and reporting on the general work of the Registry of the Supreme Court of the Colony of Hongkong, and to recommend what changes, if any, are necessary to secure the performance of the work thereof with efficiency and economy,

And I do further hereby order and direct that the said Commission shall, for the purpose of making the said enquiry, have all such powers as are vested in the Supreme Court of the Colony or in any Judge thereof on the occasion of any suit or action in respect of the following matters, viz.:

(a) The enforcing the attendance of witnesses and examining them on oath, affirmation or otherwise, as the Commission or any of them may think fit.

(b) The compelling the production of documents.

(c) The punishing persons guilty of contempt. And I do hereby further direct that every examination of witnesses shall be held in private, and I do further direct that any person examined as a witness in the enquiry aforesaid, who, in the opinion of the Commission, makes a full and true disclosure touching all the matters in respect of which he is examined, shall receive a certificate under the hand of the Chairman or presiding Member of the Commission countersigned by the Secretary, stating that the witness has upon his examination made a full and true disclosure as aforesaid, as provided by Section 4 of the before mentioned Ordinance; and I do further require you to report to me the evidence and your opinion thereon; and I hereby charge all persons in the Public Service to assist you therein.

## REPORT ON THE ASSESSMENT.

Mr. Arthur Chapman, Assessor, reports as follows on the assessment for 1903-04:

His Excellency the Governor in Council under section 8 (2) of the Rating Ordinance, No. 8 of 1901, ordered the existing valuation for 1902-03 to be adopted as the valuation for 1903-04. During the past year no general assessment has been made, the increase in rateable value being due entirely to the normal growth of the colony.

The City of Victoria.—The rateable value has increased from \$6,443,395 to \$7,427,100, an addition of \$983,705 or 6.45 per cent.

The Hill District.—The rateable value has increased from \$193,930 to \$199,910, an addition of \$5,980 or 3.05 per cent.

Hongkong Villages.—The rateable value has increased from \$220,453 to \$230,738, an addition of \$10,285 or 4.67 per cent.

Kowloon Point.—The rateable value has increased from \$289,045 to \$303,175, an addition of \$14,130 or 4.89 per cent.

Yau-mai.—The rateable value has increased from \$187,970 to \$232,245, an addition of \$44,275 or 23.55 per cent.

Mongkokkai.—The rateable value has increased from \$55,310 to \$56,565, an addition of \$1,255 or 2.25 per cent.

Hungshum.—The rateable value has increased from \$150,495 to \$154,550, an addition of \$4,055 or 2.69 per cent.

Kowloon Villages.—The rateable value has increased from \$124,005 to \$130,360, an addition of \$6,355 or 5.12 per cent.

The Whole Colony.—The rateable value has increased from \$8,166,613 to \$8,740,643, an addition of \$574,030 or 7.03 per cent.

Interim Valuations.—From 1st July, 1902, to 1st June, 1903, interim valuations have been made as follows:

IN THE CITY OF VICTORIA.

507 new and/or rebuilt tenements, rateable value, \$562,230

30 tenements, rateable value, \$95,205

Replacing assessments amounting to, 79,885

144 Assessments cancelled, tenements pulled down, or being in other respects not rateable, 94,435

Increases in City of Victoria, \$593,195

IN THE REST OF THE COLONY.

401 new and/or rebuilt tenements, rateable value, \$154,325

24 tenements, rateable value, \$26,370

Replacing assessments amounting to, 14,340

66 assessments cancelled, tenements pulled down, or being in other respects not rateable, 27,295

Increases in the rest of the Colony, \$139,660

The total number of tenements affected by interim valuations being 1,178.

Vacant Tenements.—The vacant tenements in the City of Victoria under section 35 of the Rating Ordinance averaged about 165 monthly, against 176 last year.

New Kowloon.—A valuation has been made of Kowloon City and its suburbs and Shamshuipo. The rateable value of Kowloon City is \$24,250 and Shamshuipo \$18,170.

Staff.—Mr. David Wood acted for me from 14th May to 30th September, 1902, during my absence from the Colony.

PUBLIC GARDENS  
REGULATIONS.

The following regulations for the maintenance of good order and the preservation of property in the Public Gardens are published in the *Gazette*:

1. No person shall pick or handle flowers or plants or do any injury to any plant or tree.

2. No person carrying a load shall enter the Gardens or use the Gardens as a thoroughfare.

3. No person incompletely clothed shall be allowed in the Gardens.

4. No dogs shall be allowed in the Gardens except on leash.

5. No public or private vehicles shall be allowed in the Gardens except sedan chairs for the use of invalids, permits for which shall have been first obtained from the Superintendent of the Gardens, and permit-holders.

6. Except where otherwise specially ordered, the Gardens will be open from 6 a.m. to 7.30 p.m., from April 1st to September 30th, and from 6 a.m. to 6.30 p.m. from October 1st to March 31st.

7. No person shall put his feet on the seats, nor lie upon any seat, nor in any building in any part of the Gardens nor upon the grass.

8. No person shall cut or injure any statue, green-house, hut, cage, bandstand, fence or other property of the Government in the Gardens.

9. No kites shall be flown in or from the Gardens.

10. All persons using the Gardens shall conduct themselves in a quiet and orderly manner.

11. The Superintendent may close the Gardens or any portion thereof and grant admission thereto by ticket or otherwise on such occasions as may be approved by the Governor.

## MISAP TO U.S. TRANSPORT.

The chartered transport *Lal-lee* on her regular trip from Southern waters to Manila sprang a leak and now will have to go to Hongkong for repairs. The officers say that heavy seas are working incessantly to keep the vessel in the hold down. At about 3.30 o'clock on the morning of August 1, while running in a heavy sea, the *Lal-lee* was found to be leaking badly. At this time the vessel was off Leguan, Samar. On sounding the bells it was found that three feet of water was in the fore-hold. Both the steam- and hand-pumps were started, and the water was kept down until the vessel reached Manila. All of the cargo in the fore-hold was transferred to other parts of the vessel and suffered no damage. Her bulkheads were perfectly tight, with the result that no water reached the engine-room or after-hold. —*Cable News.*

## THE NEW TERRITORY IN 1902.

The following report by Hon. F. H. May, C.M.G., Colonial Secretary, on the New Territory for 1902, is published in the *Government Gazette*:

LAND.

During 1902 the demarcation of the whole of the New Territory, with the exception of (1) the coastwise strip from Tai Lam Chung to Tsan Wan, and (2) Lamma Island, was completed. Branch offices for taking claims were opened at Ping Shan (April 1st to October 18th), and at S. I. Kung (July 7th to October 25th), on the mainland; and at Mui Wo, Pui O, Tung Chung and Tai O, in Lan Tao Island. All claims on the mainland have been filed except for the narrow strip from Tai Lam Chung to Tsan Wan. These are now being received at a branch office at Tsan Wan, which it is hoped will be closed in May. This will finish claiming on the mainland.

The total number of lots demarcated in 1902 was as follows:

Mainland, 133,611

Lan Tao, 27,994

Total, 161,605

The total number of lots claimed was:

Mainland, 164,971

Lan Tao, 18,289

Total, 183,260

The Full Court had 120 sittings during the year; while the President (Mr. Gompertz) held 129 Single Court sittings in the Land Court and heard 19 cases under the Rent Recovery Ordinance, 14 of 1902. Rent rolls were made out for survey districts 1, 2, 3, 4, 5, 9, and for the districts of Tung Chung and Mui Wo in Lan Tao Island.

The rent roll for the rest of the Territory is being pushed on and will be complete before the end of 1903.

An ordinance to regulate the tenure of land in the New Territory under the style of the New Territories Titles Ordinance, 1902, was passed at the close of the year, but has not been put into operation yet.

SURVEY.

The traverse survey was completed in December, the following being the areas surveyed during the year:

Districts. Sub-districts.

Kowloon. Tsan Wan, and part of Luk Yau.

Un Long. Tai Lam Chung.

Lan Tao Island. The whole, with the exception of small portions previously surveyed near Mui Wo and Tung Chung.

Lamma Island. The whole.

Tung I Island. The whole.

Chik Lap Kok Island. The whole.

Ni Ku Chau Island. The whole.

To enable the cultivated areas in New Kowloon and several areas near Shau Tau Kok to be included in the valuation, the whole area on which the original survey was plotted having been found too small in these cases—fresh traverses had to be made; the cultivated lands south of the old boundary being also included.

One Indian sub-surveyor, with 6 Indian and 6 Chinese chain-men, was engaged upon the work, which was connected at four points with the trigonometrical survey, upon which the topographical survey is based.

The areas cadastrally surveyed during the year amounted to 11,715.81 acres, including 219,292 fields. These figures do not compare favourably with those of the preceding year, when over 11,000 acres were dealt with by a considerably less staff, the reason being that the work during 1902 was confined to much more difficult ground, which consisted of the most hilly parts of the whole Territory.

The following were the areas surveyed:

Districts. Sub-districts.

Kowloon. Kau Yeuk, Luk Yeuk, Tsan Wan.

Tung Hoi. The whole.

Un Long. Tai Lam Chung.

Lan Tao Island. The whole, with the exception of small portions previously surveyed near Mui Wo and Tung Chung.

Tung I Island. The whole.

Chik Lap Kok Island. The whole.

Pak Mun Island. The whole.

Pak Lap Chau Island. The whole.

Kau Sai Island. The whole.

Im Tin Tsai Island. The whole.

The staff engaged upon this portion of the work consisted, up till June, of two inspectors, 42 surveyors, 83 Indian chain-men, and about 60 Chinese coolies. In July, 1 inspector, 12 surveyors and 43 Indian chain-men were sent back to India, and after about a month's cessation, field operations were resumed with 1 inspector, 27 surveyors, 37 Indian chain-men, and about 55 Chinese coolies.

The demarcation of the areas surveyed during 1900 was completed by the 10 surveyors mentioned in last year's report, who are included in the cadastral staff enumerated above. They dealt with 13,446.84 acres, which included 97,990 fields, constituting 32,824 holdings.

One surveyor, with one Indian coolie, was detailed throughout the whole year for special work in connection with the Land Court.

Five office assistants were obtained from India in the early part of the year, one having been previously appointed locally. The number of maps dealt with during the year was 296, 116 boundaries being compared and the holdings and field-included in and numbered as the sheets were received from the surveyors.

3,009 NEWSPAPERS

RECOMMENDATION BY THE COMMISSIONER OF THE NEW TERRITORIES FOR THE YEAR 1902.

THE FINEST BOOKMAN'S PEN, instead of a Q. 11.

THE FINEST J. WILSON 200 words per dip. Sold at all Stations. WILSON'S WORKS, BIRMINGHAM.

Two Chinese tracers were engaged in November to assist in producing copies of the maps for the use of the Land Court.

Sickness was somewhat prevalent among the staff, one surveyor and two Indian coolies dying during the course of the year and six Indian coolies being invalided back to India. Two surveyors were discharged on account of incompetence.

PUBLIC WORKS.

The works in progress, or completed, during 1902, were the following:

(I) Tai Po Road.—With the exception of some minor works, confined to the last 5 miles, the whole of the work was completed, the road being available for ricksha traffic throughout its entire length. The distance from Tsimshui Point to Tai Po is 18 miles, the first 2 miles consisting of roads south of the old boundary, which were made before the New Territory was taken over.

(II) Police Station, Shing Shui.—The buildings were completed and occupied by the police in May; accommodation is provided for a sergeant, 2 European, 12 Indian and 8 Chinese constables; besides a charge-room, two cells, etc.

(III) Police Station, Tai O.—This station, which is situated near the southern extremity of Lan Tao Island, was completed and occupied by the police in November. It contains accommodation for a Sergeant, an European constable, 8 Indian and 4 Chinese constables and 4 Chinese boatmen, besides a charge-room, two cells, etc.

Seven police stations have now been built in the New Territory, 6 being on the mainland and 1 on Lan Tao Island.

(IV) Defining Boundaries.—Two large granite obelisks, bearing suitable inscriptions, were erected on Lan Tao Island, and a third near the shore of Mui Bay, the former defining the points where the western limit of the Concession meets the north and south shores of the Island, and the latter the point where the eastern limit meets the shore of Mui Bay. The points were established by H.M.S. *Bramble*.

(V) Kowloon Waterworks.—Though being constructed principally for the supply of the population south of the old boundary of British Kowloon, these works are situated almost entirely within the New Territory. Substantial progress was made with the excavation of the main dam for the large reservoir and about 3 miles of 12-inch cast-iron main were laid. The main was brought into service in October for conveying water to Mongkokkai and Yau-mai the supply derived from the old intakes above Cheungshawan, and several new intakes were constructed and connected up.

AFFORESTATION.

Tree Planting.—The number of trees planted amounted to 31,746, the majority of which were the ordinary pine tree. Most of these were planted along the Tai Po Road, and a few at Tungshui. Included in the total are 2,781 camellia trees planted along the Tai Po Road and 112 Castilian elms planted along the same road between the fourth and fifth mile-stones.

Planting of Trees.—Experiments were made in sowing camellia seeds in pots and planting the young trees out in the middle of the summer when about five months old in order to find a cheaper way of rearing this particular tree than has been practised hitherto. The seeds germinated and the trees were fine in height when they were planted, some in prepared trenches and some in pits, but they have made very little progress since and do not give much promise of success. That camellia trees will grow in the New Territory when planted under suitable conditions is proved by the fine specimens at Ho Shung Hong. The trunks of seven of these have the following dimensions in circumference at three or four feet from the ground:—0 feet 7 inches; 15 feet 9 inches; 13 feet 3 inches; 14 feet 4 inches; 11 feet; 8 feet 6 inches; 6 feet 8 inches.

Fire Barriers.—About 4 miles of old fire barriers, 14 feet wide, were cleared to protect the young trees on both sides of the Tai Po Road.

MEDICAL.

Mr. Ho Nai Hop, Chinese Medical Officer, resident at Tai Po and visited periodically the seven police stations and villages in the New Territory. He treated 812 native patients moribund in the previous year.

Malaria Fever.—There was a considerable diminution in the number of cases occurring, especially amongst the members of the police force. This is attributed, to a great extent, to the prophylactic administration of quinine. From the 1st May to the beginning of December of the police, whether European, Indian or Chinese, was given three grains daily.

Cholera.—This disease was prevalent in May. Active measures were taken to check it by the issue of notices warning the Chinese against eating unripe fruit, uncooked vegetables, &c., and advising them always to boil their drinking water.

Small-pox.—This disease was epidemic at Tai Po and Shatin districts in the spring of the year, some cases occurring with but one death. Prompt measures were taken by vaccination of the civil staff, and as far as possible most of the villagers, with calf lymph, and apparently with success, as the disease did not spread to the neighbouring districts.

Vaccinations.—Free vaccination was carried out by the police stations during the winter months, and altogether during the year 336 vaccinations were performed as compared with 779 in 1901.

Leprosy.—The leper asylum was visited frequently once a week by Mr. Ho. The total number of inmates was 27.

Plague.—No cases were reported as having occurred during the year.

Staff.—Mr. Ho resigned at the end of the year and was succeeded by Mr. Lau Lai, a graduate of the Hongkong College of Medicine for Chinese.

EDUCATION.

The committee that reported on education in the Colony generally made certain recommendations with regard to the New Territory which have not yet been given effect to.

HARBOUR DEPARTMENT.

The station at the island of Cheungshan was opened in September, the one at Tai O, in the island of Lan Tao, in October, 1899; that at Tai Po, in March, on board the police steam launch, in January, 1900; that in Deep Bay on board the police steam launch, in November, 1901; and that at Saikung in April, 1902.

## PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE &amp; CO.,

17A, QUEEN'S ROAD, HONGKONG.

THE LAHMEYER ELECTRICAL CO. LD.

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.

W. LAHMEYER &amp; CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to SIEMSEN &amp; CO., SOLE AGENTS FOR CHINA.

From 1st January to 31st December, 1902, 8,359 licences, clearance permits, &c., were issued at Cheungshan; 3,399 at Tai O; 3,253 at Tai Po; 3,104 at Deep Bay; and 3,108 at Saikung. The revenue collected by the Harbour Department from the New Territory during 1902 was \$13,896.05.

POLICE.

I attach a table showing the distribution of police in the New Territory in 1902.

There were 14 Europeans, 96 Indians and 41 Chinese, with 10 boatmen, stationed in the New Territory on land, and 6 Europeans, 35 Chinese doing duty in launches.

There was a very satisfactory decrease in serious crime as compared with 1901, the figures for the last four years being as follows:

	1899	1900	1901	1902
Gang robberies	25	20	23	11
Road and junk robberies	5	5	8	3
Highway and street robberies	12	7	4	3
Totals	42	32	35	17

Police were employed, in addition to their ordinary police duties, in collecting Crown rent, and the water police have licensed boats and received the fees on behalf of the Harbour Master.

The new stations at Shing Shui and Tai O were occupied on the 10th May and 3rd November respectively.

The Chinese force stationed on the border has continued active, and it is to a great extent due to its presence that there have been fewer incursions of robbers from over the northern boundary. Increasing appreciation of the presence of the police is shown in the readiness with which reports of all sorts are made to them, although at times clan combinations and fear of revenge still make it difficult to elicit evidence.

CRIMINAL STATISTICS.

Returns of the number of cases brought before the Magistrates are appended. They show a satisfactory decrease in crime and especially in crime of a serious nature.

Mr. Hallifax, the District Magistrate in the New Territories, reports that "though the number of cases brought before the Magistrates shows a reduction, there is an ever increasing amount of work in the way of arbitration of disputes, nearly all of them trifling: questions of money, marriage and *fung shui* suits are the most common. By far the greater number of these cases are fairly easily settled, as soon as it is possible to get down to the bed rock of facts; an outside decision is all that is asked for without any reference to the sentimental points raised on both sides. *Fung shui* does at times give trouble; but in no case yet has either party been able even after a week or fortnight to give an idea of their case clear enough for practical purposes."

REVENUE AND EXPENDITURE.

I attach a statement of



## IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE  
12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL—Shanghai Tk. 5,000,000  
PAID-UP CAPITAL " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton	Hankow
Chefoo	Peking
Chinkiang	Penang
Chungking	Singapore
Tientsin.	

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers.

places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

**HONGKONG AGENCY.**  
Advances made on approved securities. Bills Discounted.

**INTEREST ALLOWED ON DEPOSITS**  
At 2% per annum on Current Account daily balances.  
3% per annum on Fixed Deposits for 3 months.

Hongkong, 1st January, 1901. 123

**PUBLIC COMPANIES**

**PUBLIC COMPANIES**  
**HONGKONG, CANTON AND MACAO**  
**STEAM-BOAT COMPANY, LIMITED.**  
**NOTICE TO SHAREHOLDERS.**  
**T**HE DIVIDEND at the rate of 10 PER  
CENT, or \$1.50 PER SHARE declared at the  
Ordinary Half-yearly Meeting of Shareholders  
hold this day will be payable at the HONG-

Office of the Company for Warrants.  
By Order of the Board of Directors,  
J. GOOSMANN.

J. GOOSMANN,  
Acting Secretary.

Hongkong, 5th August, 1903. [2206]

---

**HONGKONG & SHANGHAI BANKING  
CORPORATION.**

---

**NOTICE IS HEREBY GIVEN** that  
the ORDINARY HALF-YEARLY

MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, HONGKONG, on SATURDAY, the 15th day of AUGUST, at 11 o'clock, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1903.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 22nd July, 1903. [2003]

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the**

By Order of the Court of Directors,  
J. B. M. SMITH

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 22nd July, 1903. 12094  
HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.  
NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS will be held at the OFFICES of the Company, Queen's Buildings, Connaught Road, MONDAY, the 24th AUGUST, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31th June, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to 24th AUGUST, 1903, inclusive.

By Order of the Board of Directors,  
THOS. J. ROSE,  
Secretary.

Hongkong, 30th July, 1903. [2159]

HUMPHREY'S ESTATE AND FINANCE

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREY'S ESTATE AND FINANCE COMPANY LIMITED

AND FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, HONGKONG, on SATURDAY, the 31st day of OCTOBER, 1903, at Noon, when the Subjoined Resolutions will be proposed, viz.:—

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new

accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the

share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine".

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article

"The remuneration of the General Managers shall be \$1,000 per annum (which shall cover office rent but not

(which shall cover since 1927 not only salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the

Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Second Extraordinary

Special Resolutions to a Second Extraordinary  
General Meeting which will be subsequently  
enacted.  
Dated this 24th day of July, 1903.  
JOHN D. HUMPHREYS & SON,  
General Managers

HIRANO WATER. [2205]

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING.  
THE LEADING MINERAL WATER OF THE EAST.  
Bottled in Japan by H. E. REYNELL & Co.  
BEWARE OF JAPANESE IMITATIONS.  
S. BLACKBURN & CO.

Hongkong, 31st July, 1903. [2166

\_\_\_\_\_



# HONGKONG BUSINESS DIRECTORY

**"DAILY PRESS" OFFICE.**  
The only office in China having European taught workmen. Equal to Home Work.

## FURNITURE WAREHOUSEMEN

**A. CHEE & CO.** Established 1859.  
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

**CHEONG LEE & CO.** Furniture Store.  
Established over 20 years. Importers and Exporters. Teakwood Furniture, Blackwood, Jewellery, &c., highest grade, best and cheapest. 8, Queen's Road Central.

## JEWELLERS

**MAISON LEVY HERMANOS**  
Diamond Merchants and Watchmakers, 1st Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and London.

## PHOTOGRAPHER

**M. MUMBY, JAPANESE ARTIST.**  
Bromide and Cyan Enlargements and also colouring Photos and Relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

## PRINTING

**"DAILY PRESS" OFFICE**  
Proofs read by Englishman.

## STURKEEPEPER

**F. BLACKHEAD & CO.**  
Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann's Ration's Genuine Composition Red Hand Brand.

**BISMARCK & CO.**  
Navy Contractors, Ship Chandeliers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

**KWONG SANG & CO.**  
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Brass and Iron Merchants, 144, Des Voeux Road.

**MOORE & SEIMUND.**  
25 and 26, Connaught Road, Praya Central. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners Composition ("Greyhound Brand") and Blundell's Spence & Co.'s Composition.

## WATCHMAKERS

**DROZ & CO.**  
14, Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rates.

## NOTICE TO LADIES.

**MADAM FLINT** wishes to inform her Lady Patrons and the General Public that she has now REMOVED to the CONNAUGHT HOTEL, FIRST FLOOR, where she is opening up a more extensive outfit, DRESSMAKING, MILLINERY, PALETTES, which will be known as MADAM FLINT & CO.

**MODE DE PARIS.**  
MADAM FLINT is leaving for Paris on the 11th INSTANT, and will be pleased to receive orders from Ladies desiring any special goods in the way of LINGERIE, DRESSES, and HATS in any particular fashion or design, &c. She will also bring out new goods for the BALL and RACE SEASONS.

MADAM FLINT also wishes to inform the Hongkong Ladies that, in order to make room for the New Stock, she will hold a CLEARANCE SALE at her new establishment, commencing on the 8th INSTANT, when some very cheap bargains will be offered.  
Hongkong, 3rd August, 1903. [2188]

## CHEONG SHING.

**GENERAL EXPORTERS.**  
DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY, WAREHOUSEMEN, CHINESE GOODS.  
Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. I. GAUPP & Co.).  
Hongkong, 16th May, 1903.

## TO LET.

**"STILLINGFLEET" PEAK ROAD.**  
No. 10, WYNDHAM STREET, GROUND and 2nd FLOORS of No. 3, OLD BAILEY.  
No. 10, SEYMOUR TERRACE. \$80 Exclusive of Taxes.  
No. 24, CAINE ROAD. Nine Rooms. And others to suit various requirements.  
S. A. SETH, Land and Estate Broker.  
Hongkong, 11th August, 1903. [1896]

**NO. 1, CAMERON VILLAS (Peak).**  
A Six-Roomed Bungalow in first-class condition.  
Apply to—**LINSTEAD & DAVIS.**  
Hongkong, 24th June, 1903. [1818]

**NO. 155, PRAYA EAST.** Spacious Two-storied Godown. Suitable for Yarn or Cans.  
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 11th July, 1903. [1938]

**NO. 12, CASTLE ROAD.**  
Nos. 15, 17, '9 and 21, SEYMOUR ROAD. GODOWN, No. 32a, PRAYA EAST.  
Apply to—**COMPTON DEPARTMENT.**  
Nippon Yusen Kaisha.  
Hongkong, 6th August, 1903. [2218]

**TWO SPACIOUS NEW GODOWNS.**  
very suitable for Dry Goods.  
Apply to—**W. LYSAGHT.**  
153, Wanchai Road.  
Hongkong, 15th April, 1903. [1153]

## TO LET.

**NO. 2, "MAGDALEN TERRACE,"**  
MAGAZINE GAP.  
Apply to—**SPANISH PROCURATION.**  
Hongkong, 1st July, 1903. [73]

**FLATS in MORETON TERRACE.**  
CAUSEWAY BAY, facing the Polo Ground. No. 2, RIFON TERRACE (in FLATS). GODOWN at BOWRINGTON (PRAYA EAST).  
HOUSES in LEIGHTON HILL ROAD.  
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 8th June, 1903. [71]

**2ND FLOOR, No. 35, QUEEN'S ROAD CENTRAL;** suitable for Office.  
Apply to—**WING CHEONG.**  
35, Queen's Road Central.  
Hongkong, 16th July, 1903. [1881]

**NOS. 33, 35, 37, and 39, MORRISON HILL ROAD.** Commodious New Buildings admirably suitable for European families. Rent extremely moderate.  
Apply to—**LAM CHAI CHUEN.**  
Comptroller Department A. R. MATHY, No. 2, Pedder Street.  
Hongkong, 4th August, 1903. [2200]

**ONE FIRST-CLASS SPACIOUS GODOWN** at West Point.  
Apply to—**"GODOWN."**  
Care of Daily Press Office.  
Hongkong, 16th June, 1903. [1719]

**TWO SUITES OF ROOMS** in the Ground Floor of the Hongkong Club Annex, suitable for Offices.  
Apply to the undersigned.  
**C. H. GRACE,** Secretary, Hongkong Club.  
Hongkong, 18th June, 1903. [1757]

**TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.**  
Apply to—**H. N. MODY.**  
Victoria Buildings.  
Hongkong, 2nd December, 1902. [82]

**NO. 1, BARROW TERRACE, Kowloon.**  
Apply to—**SAM WANG LAND INVESTMENT AND AGENCY CO., LD.**  
Hongkong, 25th July, 1903. [2113]

**ONE ROOM,** suitable for an Office, opposite the Banks.  
Apply to—**H. C.**  
Care of Daily Press Office.  
Hongkong, 28th July, 1903. [2025]

**18, ROBINSON ROAD.**  
Apply to—**AHMED RUMAHAN,**  
62, Queen's Road.  
Hongkong, 1st July, 1903. [1886]

**IN Kowloon. An Airy, FOUR-ROOMED HOUSE, COMPLETELY FURNISHED,** from about October.  
Apply to—**W.**  
Care of Daily Press Office.  
Hongkong, 4th August, 1903. [2197]

**THE GROUND FLOOR, No. 54, CAINE ROAD.**  
Apply to—**X. X.**  
Care of Daily Press Office.  
Hongkong, 30th July, 1903. [2150]

**"COOMBE" MAGAZINE GAP.**  
Available from 1st April.  
Apply to—**Daily Press Office.**  
Hongkong, 16th February, 1903. [542]

**ONE GODOWN, No. 2, MATHESON STREET, Wanchai.**  
No. 5, STEWART TERRACE, PEAK. Furnished, from 5th June to 31st August, 1903.  
No. 5, BELLINGHAM TERRACE.  
For terms and particulars, apply to—**LINSTEAD & DAVIS.**  
Hongkong, 8th August, 1903. [1046]

**"TANG YUEN."**  
BOARDING ESTABLISHMENT.  
SUMMER RATES. European Supervision. Excellent Cuisine and Accommodation.  
Apply to—**MANAGERESS.**  
Macdonnell Road; or  
**FAIRALL & CO.,** Queen's Road.  
Hongkong, 2nd March, 1903. [681]

**PRIVATE BOARD AND RESIDENCE.**  
14, QUEEN'S ROAD CENTRAL (Entrance by Zetland Street).  
Opposite Messrs. Kelly & Walsh, Bookellers.  
Hongkong, 11th July, 1903. [1987]

**MRS. GILLANDERS.**  
"GLENWOOD."  
21, CAINE ROAD.  
Hongkong, 20th March, 1903. [915]

**COMFORTABLY FURNISHED ROOMS,** with Board.  
Apply to **Mrs. MATHY,** 2, Pedder Street.  
Hongkong, 1st January, 1902.

## EARLY AMERICAN YACHT RACES.

**A TRANS-ATLANTIC CONTEST.**  
Not only sportsmen, but nearly everybody almost everywhere, no matter what profession or trade or nationality or religion, looks forward to this year's contest for the America cup between the Sir Thomas Lipton's *Shamrock III* and the American defender, with more or less marked interest, and the uppermost question in everybody's mind naturally is, "Will Lipton lift the cup?"

The contest for the possession of the America cup naturally brings a query as to the building of the first American yacht, and by whom; for it was an American yacht that brought the coveted piece of silver from the shores of Albion to those of the United States.

The difficulty in answering that question arises from a necessary doubt as to its meaning; whether the question contemplates a docked sailing boat or one of the large pleasure boats of the present day, which latter are not used merely for purposes of sport.

Lieutenant J. D. Jerrold Kelley, U.S.N., whose work on American yachts is a recognised authority, writing on the subject seventeen years ago, said that the first docked vessel ever launched in American waters was built upon Manhattan island in the spring of 1614, by the early Dutch settlers. She was christened *Owens*, meaning "The Restless," and was constructed from timber cut from the trees growing along the shore where the keel was laid. This is supposed to have been somewhere between the present Rector Street and the Battery of New York city. Lieutenant Kelley describes her as being "a yacht forty-four feet in length and eleven feet six inches in beam, proportions characteristically Dutch, and still handed down in the most favourite type of small boat found in our waters."

"This was the first American yacht," says Kelley, "though, save for this one fact, we have no authentic history of the sport previous to the beginning of this century." In England, yachting dates from 1664, when Henry, Prince of Wales, had a pleasure craft built by that master constructor, Phineas Pett, to whom the English navy owed so much of its success in the reign of the early Stuarts. The idea, so Pepys and Evelyn tell us, was taken from the Dutch, and in the diaries of both there are quaint and occasional references to the pastime. From these we gather that the sportive King Charles was well satisfied with the results of his first race, sailed in 1662, in the yacht *Mary*, a boat presented to him by the Dutch East India Company, for Pepys writes: "By water to Woolwich. On my way saw the yacht lately built with the help of Commissioner Pett. Set out from Greenwich with the little Dutch barge to try for the mastery, and before they got to Woolwich the Dutch beat them half a mile, and I hear this afternoon on coming home, it got before three miles, which all our people are glad of. The King," he says, "hath been to see the yacht which Commissioner Pett is building, which will be very pretty; and also that his brother at Woolwich is making." And at a later date he enters in his book, "Mr. Grant showed me letters of Sir William Petty's, in which he says that his vessel, which he built upon two wheels—a model whereof has been built for the King—bath this day (July 31, 1663) won a wager of £50 in sailing between Dublin and Holyhead with the piqueotte boat, the best boat the King hath there."

"In their going back from Holyhead they started together, and the vessel came to Dublin by 3 at night, and the piqueotte not before 8 o'clock the next morning; and when they came they did believe this vessel had been drowned, or at least left behind, not thinking she could have lived in that sea." Strange stories are hinted of this famous craft, whereof the name we know not, but at last she was "lost in a tempest, which overwhelmed a great fleet the same night."

John Evelyn, most honest and luckiest of chroniclers, notes for us that on the last of October, 1661, he sailed "with his majesty in one of his yachts or pleasure boats—vessels not known among us until the Dutch East India Company presented that curi-ous piece to the King—and being very excellent sailing vessels." The first Corinthian match of which there is record was sailed about this time, the contest being between King Charles' new pleasure boat, built frigate-like, and one of the yachts belonging to the Duke of York, afterward King of England. The stakes of these royal games were £100. The course was from Greenwich to Gravesend and back, and the King lost it going, "but saved stakes returning, sometimes steering himself. His Majesty being aboard with divers noble persons and lords." In 1662 Pepys again said: "August 13th, went to Lambeth, and there saw the little pleasure boat, built for the King, my Lord Browne's, and the richness of the town, according to new lines which Mr. Pett cries out mightily, but how it will prove we shall soon see."

From all this it may be seen that the Dutch, doubtless, originated the type, but to Englishmen and Irishmen belong the honour of having first adopted this right royal amusement.

While the Dutch boat *Owens* will stand in history as the first American yacht, yet to show the strange anomaly arising from the title given such racing boats, the title of the Father of American Yachting is accredited to John C. Stevens by reason of the fact that in 1892 he built "a yacht or pleasure boat" entitled the *Dive*. He certainly stands pre-eminently as the originator of the modern American yacht, and the most successful promoters of yacht design, but the best known yachtsmen in the world.

He subsequently constructed yachts of larger tonnage than the one that originally gave him fame among those who heed upon the deep. Stevens, by the way, was the originator, with others, of the first American yacht club, then known as the New York Yacht Squadron.

It had its inception on July 30, 1844. The charter members, besides Stevens, were Hamilton Wilks, William Edgar, John C. Jay, George L. Schuyler, Captain Rogers, Louis A. Doyan, James W. Waterbury and George W. Collins, each of them the owner of a schooner or sloop yacht. Stevens was justly made the first flag officer. It has been said of him that he belonged to a family of inventors and discoverers, for his father was confessedly the first to employ the screw in steam propulsion, and his brother, the first to make use of compound engines—two factors which have had enormous influence upon the development of modern commerce. They were all yacht designers and yacht builders from boyhood, and those of the second generation were the moving spirits which gave impulse to the building of the famous *America*, and in subsequent yacht construction they embodied now and sound ideas which have brought American yachting to its present condition of pre-eminence.

After the yacht *America* had lowered English pride on August 22, 1851, by winning the Royal Squadron cup, the Britishers, while forced to admit their inferiority in speed and seamanship, at least at the time, claimed that their boats were at least safer and more comfortable on the open sea. This point long remained disputed. English yachtsmen did not appear to be anxious to bring back to their waters the Royal Squadron cup which the *America* had taken away and which meanwhile had been presented to and accepted by the New York Yacht Club as an international trophy. American yacht owners frequently made the joking threat that if England did not return the visit of 1851 *America* would send her an entire fleet to show her what Yankee boats could do and how available they were for ocean travelling. This was looked upon merely as Yankee brag and bluster, but in 1886 it assumed a decidedly practical form, when for an enormous stake the owners of the American yachts *Henrietta*, *Electing* and *Vesta* matched their boats to race across the Atlantic. The manner in which the contest arose, as subsequently described at a reception in Cowes, as recorded by Lieutenant Kelley, was as follows:

"The match was made at a dinner, when a question arose amicably between the owners of the *Vesta* and the *Electing* as to the comparative speed and endurance of their boats. A race was proposed. "Let it be outside," said one of them. "Agreed," replied the other. "What do you say—Sandy Hook to Cowes?" "Done," answered the first, "in December, and—." Here both agreed that it should be for \$3,000 a side. These preliminaries settled, it then became a simple question of dates and dates. By mutual consent the *Henrietta* was allowed to enter, and, after consultation, an agreement was drawn up by which the owners bonded themselves to sail on the 11th of December, at 1 p.m., from Sandy Hook to the Needles, and for a prize of \$3,000. Square sails were allowed; the forty-eight hour rule was rescinded; no channel pilot could be taken from this side; nothing but ballast could be shifted, and the race was to end when the yachts were on the channel course for Cowes, with the west end of the Isle of Wight bearing abeam. The race was to start upon the date fixed, play or pay, blow high or low. The competing yachts were all well known in American waters for their speed and staunchness. None better, indeed, as the *Henrietta* and *Electing* were fine examples of our keeltype, and the *Vesta* was a famous representative of the centre-board class.

The race across the ocean was most exciting one, and aroused abundant interest on both sides of the Atlantic. The match was not only a novel one, the stake not only unprecedented, the length of course for the class of vessels entered never before equalled, but the race was conducted at the most rigorous season of the year, and if the three vessels crossed the ocean without accident, English sneers at the unworthiness of the Yankee craft would be forever silenced. There was no housing of racing masts. There was no steam yacht acting as convoy. There were no owners rushing to the other side on Atlantic liners. It was a yachting race that was a race, and to the credit of English hearts be it said that when the *Henrietta*, having learned from a Cowes pilot that she was the first one in, dropped her racing flag of blue and flashed aloft the private signal of her owner, the *Cowes* that later saw it from the *Cowes* parade gave her a hearty welcome. The time of the *Henrietta* was 13 days, 21 hours and 55 minutes; that of the *Electing*, 11 days, 6 hours, 10 minutes; that of the *Vesta*, 14 days, 6 hours and 50 minutes. That event was, in fact, the origin of the succeeding international contests for the America cup, which have brought English yachtsmen repeatedly to U.S. shores in vain attempts to take back the trophy that the *America* carried from Albion.

**Heroic**  
measures only can check the advance of

**Cholera**  
Don't trifle with unknown remedies, nothing yet tried equals

**Painkiller**  
PERRY DAVIS.

# WM. POWELL, LD.

GENERAL DRAPERS AND HIGH-CLASS DRESSMAKERS.

Ladies' and Gent's Fine Quality PANAMAS. A Fine Assortment of FLOWERS, MUSLINS, RIBBONS, LACES, &c.

New CHATAIN BAGS and FANCY GOODS.

The latest in MERCERISED MUSLINS, ARMBUR SILKS, ALPACAS, GRENADES and Fine BLACK DRESS GOODS.

## GENTLEMEN'S DEPARTMENT.

LIGHT SUMMER SHIRTS, HATS, HALF HOSE, BOOTS, &c., &c.

ASK TO SEE THE NEW MOUNTAIN PICNIC TENT, CAN BE CARRIED AND FIXED BY ANYONE.

JUST RECEIVED.

## PORCELAIN CIGAR CASES

for household use. Capacity—One and Two Hundred Cigars each.

Guaranteed to keep Cigars dry in a damp climate, and moist in a dry climate, combining utility with beauty and security, with a perfect preservation of Cigars. Would be pleased to have you inspect these PORCELAIN CIGAR CASES.

## KRUSE & CO., CONNAUGHT HOUSE.

## NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

PLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

## MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEI HAI WEI.

AGENTS—**JARDINE, MATHESON & CO.**

## THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)

PURVEYOR TO THE BRITISH FIELD FORCE CANTENERS IN SOUTH AFRICA.

BRANCHES: BOMBAY, 20, ESPRANADE ROAD. CALCUTTA, 4, DALHOUSIE SQUARE. RANGOON, 72, MERCHANT STREET. LONDON, 19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

## MESSRS. KRUSE & CO. HONGKONG.

## BUTTERFIELD & SWIRE

Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Hongkong, 10th June, 1903. [1319-2]

## JAPAN COALS.

## MITSUMI BUSSAN KAISHA (MITSUMI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—24, LINCE STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, 100, HOUSE STREET

OTHER BRANCHES: New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Utsunomiya, Newchuan, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimodaira, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasabe, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUMI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Horo, Kanada, Fujimoto, Manada, Manoura, Onoda, Onoda, Sasabara, Tanakura, Yoshizawa, Yoshio, Yumokibara, and other Coals.

N. INUZUKA, Manager, Hongkong.



## SHIPPING.

**ARRIVALS.**  
 Aug. 7. WATSON, British str., 2,003, Danil, Penang 20th July and Singapore 2nd August. General. CHINESE.  
 Aug. 8. KOUN MARU, Japanese str., 1,780, Y. Minamioka, Kobo 4th Aug., General—CHINESE.  
 Aug. 8. KWONGSANG, British str., 1,427, Lake, Shanghai 3rd August and Swatow 7th, General.—JARDINE, MATHESON & CO.  
 Aug. 8. SISHAN, British steamer, 845, Jones, Saigon 4th August, Rice.—BRADLEY & CO.  
 Aug. 8. TAICHOW, German str., 882, Schultzen, Bangkok 2nd August, Rice.—MELCHERS & CO.  
 Aug. 8. THALES, British str., 820, A. J. Robson, Foochow, Amoy and Swatow 7th August, General.—D. UGLAS LARSEN & CO.  
 Aug. 8. ZAFIRO, British str., 1,611, E. Rodger, Manila 5th August, Hemp.—SHEWAN, TOMES & CO.  
 Aug. 9. SABINE RICKMERS, British str., 690, Nashed, Bangkok 1st August, Bulk Kerosene, Amoy, Kanton, Kaituma & Co.  
 Aug. 9. TIE, Norwegian str., 1,418, Danielsen, Hongkong 2nd August, Coal.—EAST ASIATIC TRADING CO.

## CLEARANCES

At the Harbour Master's Office.  
 8th August.  
 Bendoch, British str., for Nagasaki.  
 Changchou, British str., for Canton.  
 Dajin Maru, Japanese str., for Swatow.  
 Dajin Maru, German str., for Shanghai.  
 Hengchow, British str., for Swatow.  
 Hoiden, German str., for Swatow.  
 Hong Lee, British str., for Amoy.  
 Lavada, British str., for Amoy.  
 Rosella Maru, Japanese str., for Manila.  
 Solve, Norwegian str., for Labuan.  
 Tsurugisan Maru, Japanese str., for Moji.

## DEPARTURES

8th August.  
 HANGSANG, British str., for Shanghai.  
 HUNAN, British str., for Manila.  
 LOONGSANG, British str., for Manila.  
 PRINCE ALBERT, Norwegian str., for Manila.  
 VENGANCE, British battleship, for Swatow.  
 WONGKOR, German str., for Swatow.  
 WYHO, British str., for Ningpo.  
 9th August.  
 BENLEUCH, British str., for Nagasaki.  
 CHANCHOOW, British str., for Canton.  
 DAGMAR, German str., for Shanghai.  
 DAIJIN MARU, Japanese str., for Tamsui.  
 HACHING, British str., for Coast Ports.  
 HOUSTON, German str., for Swatow.  
 HONG BEE, British str., for Amoy.  
 LAWADA, British str., for Amoy.  
 LOVAL, German str., for Hongkong.  
 ROSEITA MARU, Japanese str., for Manila.  
 SALVOR, Norwegian str., for Labuan.  
 SAKUMA, British str., for Shanghai.  
 Tsurugisan Maru, Japanese str., for Manila.

## VESSELS IN DOCK

7th August.  
 ABERDEEN DOCK.—  
 K-WINON DOCK.—U.S.A.T. Ingha, Kwong Hing, Kaipon, Suway, Hailan, Hongkong Maru.  
 COSMOPOLITAN DOCK.—U.S.A.T. Sumner.

## SHIPPING REPORTS

The British steamer Kwongkong, from Shanghai 3rd inst. and Swatow 7th, had moderate variable winds and fine weather to Swatow. From Swatow to port strong S.W. winds with heavy rain squalls and rough sea.  
 The British steamer Thales, from Coast Ports 7th inst., had light variable winds and moderate following sea, weather fine and clear to Swatow. From Swatow to port fresh S.E. wind and heavy head swell, sky overcast with heavy rain squalls. Vessels in Amoy—Lokang and Progress; in Swatow—Tungshing, Kinkiang, Prochen, Kaching and Pembroke.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Steamship**  
 "GREGORY APCAR,"  
 Captain J. G. Offient, will be despatched for the above ports TO-DAY, the 10th inst., at 3 p.m.  
 For Freight or Passage, apply to  
 DAVID SASSON & CO., LD.,  
 Agents.  
 Hongkong, 5th August, 1903. [2106]

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**FOR SHANGHAI**  
 "CALEDONIE,"  
 Captain Mercantelli, will be despatched for the above port on or about MONDAY, the 10th inst.  
 For Freight or Passage, apply to  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 8th August, 1903. [2]

**COMPAGNIE DES MESSAGERIES MARITIMES.**

PAQUEBOTS-POSTE FRANCAIS.

**NOTICE.**

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, DORN, GYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.**

LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 11th August, 1903, at 1 p.m., the Company's Steamship "YARRA," Captain Keller, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 10th August. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 29th July, 1903. [2]

**FOR ODESSA**  
 "EDUARD BABY,"  
 Captain Terentien, will be despatched on or about SATURDAY, the 15th August.

For Freight, apply to  
 BRADLEY & CO.,  
 Agents.  
 Hongkong, 31st July, 1903. [2168]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	15th inst. at Noon.
LONDON via SUEZ CANAL	MONSIEUR	Brit. str.	G. C. Candy	SHEWAN, TOMES & CO.	About 24th inst.
LIVERPOOL WITH T'MENT AT SINGAPORE	TIDEUS	Brit. str.		BUTTERFIELD & SWIRE	18th inst.
LIVERPOOL	PINGUEY	Brit. str.		BUTTERFIELD & SWIRE	22nd September.
MARSEILLES, &c., via PORTS OF CALL.	YARRA	Free. str.	Sellier	MESSAGERIES MARITIMES	20th October.
MARSEILLES, LONDON & ANTWERP.	TIDEUS	Brit. str.	M. F. Jackson	BUTTERFIELD & SWIRE	To-morrow, 1 p.m.
MARSEILLES, LONDON & ANTWERP.	HAKATA MARU	Brit. str.	F. L. Sumner	NIPPON YUSEN KAISHA	18th inst.
MARSEILLES, LONDON & ANTWERP.	NASTOR	Brit. str.	A. D. Baker	BUTTERFIELD & SWIRE	22nd inst. Daylight.
MARSEILLES, LONDON & ANTWERP.	KISTUCK	Brit. str.		BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON & ANTWERP.	GAUCUCC	Brit. str.		BUTTERFIELD & SWIRE	15th September.
MARSEILLES, LONDON & ANTWERP.	ACQUEDON	Brit. str.		BUTTERFIELD & SWIRE	20th September.
MARSEILLES, LONDON & ANTWERP.	PAK LING	Brit. str.		BUTTERFIELD & SWIRE	13th October.
BREMEN, via PORTS OF CALL	SACHSEN	Ger. str.	R. Meyer	MELCHERS & CO.	27th October.
HAVRE, ANTWERP & HAMBURG	BADENIA	Ger. str.	Rorlen	HAMBURG-AMERIKA LINIE	20th inst. at Noon.
HAVRE, BREMEN & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	12th inst.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	29th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	12th September.
ODessa	ABESSINIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	7th October.
TRIESTE, &c., via SINGAPORE, &c.	EDUARD BABY	Rus. str.	Lorenzini	BRADLEY & CO.	About 15th inst.
NEW YORK, via PORTS & SUEZ CANAL	SAINT BEDE	Brit. str.	Rasovich	SANDER, WHEELER & CO.	About 15th inst.
NEW YORK, via SUEZ CANAL	BARON D'IESEN	Am. str.	Babie	CLARKSON, AMERICAL LINE	About 11th inst.
VANGOUVER, via SHANGHAI, &c.	ARCTIC	Brit. str.	H. Robinson	SHEWAN, TOMES & CO.	18th inst.
VANGOUVER, via SHANGHAI, &c.	E. OF INDIA	Brit. str.	R. Archibald	CANADIAN PACIFIC R. CO.	About 20th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	YIO MARU	Brit. str.	C. H. Butler	NIPPON YUSEN KAISHA	25th inst. at Noon.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	NGACHOW	Brit. str.		BUTTERFIELD & SWIRE	To-morrow, 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	PLEIADES	Brit. str.	Perington	DODWELL & CO. LIMITED	15th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	AKI MARU	Brit. str.	J. W. Ekstrand	NIPPON YUSEN KAISHA	25th inst. at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	SHINANO MARU	Brit. str.	W. Thompson	NIPPON YUSEN KAISHA	8th Sep., at 4 p.m.
AUSTRALIAN PORTS	INDRAPURA	Brit. str.	Hollingsworth	PORTLAND & ASIATIC CO.	14th inst.
AUSTRALIAN PORTS	LINDBERGH	Brit. str.		BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	KANSA MARU	Brit. str.	W. S. Hunter	NIPPON YUSEN KAISHA	15th inst. at 4 p.m.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	P. T. Heims	GIBB, LIVINGSTON & CO.	26th inst. at Noon.
YOKOHAMA & KOBÉ	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	14th inst. at 5 p.m.
MOJI, KOBÉ, SAN FRANCISCO via &c.	CHINGWU	Brit. str.	Parkinson	J. S. VAN BUREN	12th inst. at Noon.
MOJI, KOBÉ & YOKOHAMA	IZUMI MARU	Brit. str.	M. Yagi	NIPPON YUSEN KAISHA	18th inst. at Noon.
KOBÉ & YOKOHAMA	INABA MARU	Brit. str.	W. Bainbridge	NIPPON YUSEN KAISHA	14th inst. D'light.
KOBÉ & YOKOHAMA	HITACHI MARU	Brit. str.	J. Campbell	NIPPON YUSEN KAISHA	28th inst. D'light.
NAGASAKI, KOBÉ & YOKOHAMA	KUMANO MARU	Brit. str.	E. W. Haswell	NIPPON YUSEN KAISHA	12th inst. at Noon.
CHUMULO, DALNY & PORT ARTHUR	PRONTO	Brit. str.	Grandt	HAMBURG-AMERIKA LINIE	To-morrow, 5 p.m.
SHANGHAI & CHINKIANG	CHINKIANG	Brit. str.		BUTTERFIELD & SWIRE	To-day.
SHANGHAI	CALEDONIE	Brit. str.	Marandelli	MESSAGERIES MARITIMES	About 10th inst.
CHIFU & TIENTSIN	W. W. Cooke	Brit. str.		P. & O. S. N. Co.	About 16th inst.
TAMU, via SWATOW & AMOY	CHURAN	Brit. str.	J. Robinson	BUTTERFIELD & SWIRE	12th inst.
FOOCHOW, via SWATOW & AMOY	NANCHANG	Brit. str.	T. W. Groves	OSAKA SHOSEN KAISHA	12th inst.
SWATOW, AMOY & FOOCHOW	DAIGI MARU	Brit. str.	I. Goto	OSAKA SHOSEN KAISHA	16th inst.
MANILA DIRECT	ANPING MARU	Brit. str.	Robson	DOUGLAS LARSEN & CO.	To-morrow, 10 a.m.
MANILA	THALES	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	To-day, at 10 a.m.
MANILA	ZAFIRO	Brit. str.	Lindbergh	BUTTERFIELD & SWIRE	To-day.
MANILA	TAINAN	Brit. str.	Outerbridge	BUTTERFIELD & SWIRE	13th inst.
MANILA	SUNGKIANG	Brit. str.		BUTTERFIELD & SWIRE	13th inst.
MANILA	ROHILLA MARU	Brit. str.	E. P. Bishop	TOYO KISEN KAISHA	13th inst. 11 a.m.
MANILA	RUHI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	15th inst. 10 a.m.
MANILA	HUNAN	Brit. str.		BUTTERFIELD & SWIRE	20th inst.
BOMBAY, via SINGAPORE & COLOMBO	KARISHIMA M.	Brit. str.	K. Kori	NIPPON YUSEN KAISHA	To-morrow, Noon.
BOMBAY, via SINGAPORE & PENANG	CAPI	Brit. str.	Baldie	CALCUTTA & CO.	12th inst. 12 o'clock.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	J. G. Offient	DAVID SASSON & CO., LD.	To-day, at 3 p.m.

FOR CHEMULO, DALNY AND PORT ARTHUR.  
 (Calling at SHANGHAI).

**THE Steamship**  
 "PRONTO,"  
 Captain Grandt, will be despatched for the above ports TO-MORROW, the 11th inst., at 5 p.m.  
 For Freight or Passage, apply to  
 HAMBURG-AMERIKA LINIE,  
 Hongkong Office.  
 Hongkong, 7th August, 1903. [2235]

**REGULAR**  
 STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"SAINT BEDE" ... 11th Aug.

"MOGUL" ... 31st Aug.

"BLAEMAR" ... 10th Sep.

"SATSUMA" ... 23rd Sep.

"SITHONIA" ... 10th Oct.

For Freight and further information, apply to  
 DODWELL & CO., LD.,  
 Agents.  
 Hongkong, 11th August, 1903. [1125]

**CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.**

司公限有船輪華中

FOR MOJI, KOBÉ, YOKOHAMA AND SAN FRANCISCO.

**THE Steamship**  
 "CHINGWU,"  
 Captain Parkinson, will be despatched for the above ports on WEDNESDAY, the 12th inst., at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN,  
 Superintendent.  
 Hongkong, 11th August, 1903. [2236]

**NAVIGAZIONE GENERALE ITALIANA.**

(Florida and Rubattino United Companies.)

**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**  
 "CAPRI,"  
 Captain Helsito, will be despatched as above on WEDNESDAY, the 12th August, at 12 o'clock.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & CO.,  
 Agents.  
 Hongkong, 31st July, 1903. [4]

**NIPPON YUSEN KAISHA.**

MID-SUMMER EXCURSION TRIPS TO JAPAN AND BACK.

THE Nippon Yusen Kaisha are prepared during the months of July and August to issue FIRST-CLASS RETURN TICKETS from HONGKONG to YOKOHAMA AND BACK for the round fare of Yen 98 payable in local currency. Return Tickets are available for return up to the 31st October, 1903.

Stop-over privileges allowed at any way port and between Moji and Koba passengers have the option of travelling by the Sanyo Railway.

For information as to Sailings, Steamers, &c., apply at the Company's Local Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

S. TAKAYANAGI,  
 Acting Manager.  
 Hongkong, 29th July, 1903. [2137]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c. { BENGAL } G. Phillips { Noon, 15th August } See Special Advertisement.

SHANGHAI { CHUSAN } W. W. Cooke, R.N.R. { About 15th August } Freight and Passage.

For further Particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 7th August, 1903. [1]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANVERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

SACHSEN ... THURSDAY ... 20th August

KIAUTSCHOU ... THURSDAY ... 3rd September

BAIERN ... THURSDAY ... 17th September

ZIELEN ... THURSDAY ... 30th September

SEIDLITZ ... WEDNESDAY ... 14th October

ROON ... WEDNESDAY ... 28th October

PREUSSEN ... WEDNESDAY ... 11th November

HAMBURG ... WEDNESDAY ... 25th November

PRINZ HEINRICH ... WEDNESDAY ... 9th December

KONIG ALBERT ... WEDNESDAY ... 23rd December

\* KIAUTSCHOU ... WEDNESDAY ... 6th January

SACHSEN ... WEDNESDAY ... 20th January

BAIERN ... WEDNESDAY ... 3rd February

SEIDLITZ ... WEDNESDAY ... 17th February

ROON ... WEDNESDAY ... 2nd March

\* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 20th day of August, 1903, at Noon, the Steamship "SACHSEN," of the Norddeutscher Lloyd, Captain R. Meyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 18th August, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 19th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 19th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2 50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Limon can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
 MELCHERS & CO., AGENTS.  
 Hongkong, 7th August, 1903. [5]

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship Captain Tons Sailing Date.

"ROHILLA MARU" E. P. Bishop 3869 Thursday, 13th August, at 11 a.m.

"BOSETTA MARU" H. S. Smith 3876 Tuesday, 18th August, at 11 a.m.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, 100 House Street.

K. NAKASHIMA, Manager.  
 Hongkong, 10th August, 1903. [478]

## HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, ORENTO, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

BADENIA { HAVRE and HAMBURG } On 12th Aug. Freight.

ARABIA { Calling at Singapore and Penang } On 18th Aug. Freight.

SITHONIA { HAVRE, ANTWERP & HAMBURG } On 29th Aug. Freight.

KONIGSBERG { Calling at Singapore and Colombo } On 12th Sept. Freight & Passengers.

ANDALUSIA { HAVRE and HAMBURG } On 23rd Sept. Freight.

ABESSINIA { Calling at Singapore and Colombo } On 7th Oct. Freight.

For



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES. FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"TEUCER"	On 10th August.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 11th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 11th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 28th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th September.
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAKLING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
LIVERPOOL with TRANS-SHIPMENT SINGAPORE	"TYDEUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
LIVERPOOL	"JASON"	On 20th October.
MARSEILLES, LONDON and ANTWERP	"PAKLING"	On 27th October.

**TRANS-PACIFIC SERVICE.**  
FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ & YOKOHAMA.  
The s.s. "KINTUCK" left Singapore on the 5th inst. p.m., and is expected to arrive here on the 14th inst.  
The s.s. "AJAX" left Moji on the 7th inst., and is expected to arrive at this port on the 11th inst.  
For Freight, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 8th August, 1903. [10-12]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"CHINKIANG"	On 10th August.
MANILA	"TSINAN"	On 10th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE	"NANCHANG"	On 12th August.
CHIEFOO and TIENTSIN	"SUNGKIANG"	On 13th August.
CEBU and ILOILO	"HUNAN"	On 20th August.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 10th August, 1903. [11]

## HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct.	Mon., 10th Aug., 10 A.M.
RUBI	2540	R. W. Almond	Manila Direct.	Sat., 15th Aug., 10 A.M.
PERLA	1080	J. McGinty		

For Freight, or Passage apply to  
**SHEWAN, TOMES & CO., GENERAL MANAGERS.**  
Hongkong, 8th August, 1903. [17]

## PORTLAND & ASIATIC STEAMSHIP CO. PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,893	A. E. Hollingsworth	August 14, 1903
"INDRASAMA"	4,893	W. E. Craven	September 13, 1903
"INDRAVELLI"	4,893	R. P. Craven	October 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
Hongkong, 21st July, 1903. [14]

## OSAKA SHOSEN KAISHA. PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI VIA SWATOW	"DAIGI MARU"	WEDNESDAY, 12th August.
FOOCHOW VIA SWATOW	"T. W. GROVES"	August.
AND AMOY	"ANPING MARU"	SUNDAY, 16th August.

The Co.'s new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.  
All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamui to land all passengers and cargo.  
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.  
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 6, Des Vaux Road Central.  
Hongkong, 5th August, 1903. T. ARIMA, Manager [15]

## FOR YOKOHAMA AND KOBÉ.

**THE N.D.L. Steamship**  
"KONIGSBERG."  
Captain Meyer, will be despatched for the above ports on FRIDAY, the 14th inst., at 5 P.M.  
This Steamer has superior accommodation for First-class Passengers, and carries a Doctor.  
For Freight or Passage, apply to  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office,  
Hongkong, 7th August, 1903. [2237]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH, A.M.P. LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship

"BENGAL."  
Captain G. I. Phillips, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 15th AUGUST, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 7th August, 1903. [1]

**THE AMERICAN ASIATIC STEAMSHIP COMPANY.**  
STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.  
THE Steamship  
"BARON DRIESEN," Captain H. Plazing, will be despatched on or about THURSDAY, the 20th AUGUST, to be followed by the s.s. "NORDKYN" later.  
For Freight, &c., apply to  
SHEW, N. TOMES & CO., General Agents.  
Hongkong, 24th July, 1903. [12136]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (Direct), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)  
THE Company's Steamship  
"MARQUIS BACQUEHEM,"  
Captain Raskevich, will be despatched at above on THURSDAY, the 20th August, p.m.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & CO., Agents.  
Hongkong, 28th July, 1903. [3]

**SHIRE LINE STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL.  
THE Steamship  
"MERIONETHSHIRE,"  
Captain G. C. Cundy, will be despatched as above on or about MONDAY, the 24th August.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, 31st July, 1903. [2168]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
FOR SYDNEY AND MELBOURNE.  
(Calling at 2nd Port, Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"EMPIRE,"  
Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 26th inst., at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.  
The Steamer is installed throughout with the electric light.  
A stewardess and a daily qualified surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 5th August, 1903. [2204]

**HONGKONG-MACAO LINE.**  
S.S. "WING CHAI."  
Captain Samuel Bell Smith.  
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao (week days) at about 2 P.M. (Sundays) about 8 P.M.  
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
2nd Class \$1.50. Return Ticket \$2.50.  
3rd Class \$1. Steerage \$0.50.  
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5.  
Wharf—Opposite Central Market.  
The Steamer runs an Excursion Trip Every Sunday in Summer.  
SAM WANG & CO., LD.,  
81, Queen's Road Central.  
Hongkong, 24th July, 1903. [2112]

**NOT RESPONSIBLE FOR DEBTS.**  
NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the CREW or the CREW of the following Vessels during their stay in Hongkong Harbour—  
Comet, British 4-m. barque, W. J. Davis—Standard Oil Co.

## CHINA NAVIGATION CO., LIMITED.

**HONGKONG-MANILA.**  
REDUCED SALOON PASSAGE MONEY.  
SINGLE, \$20; RETURN, \$35.  
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 4th July, 1904. [1954]

## FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG."  
551 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
First-class Fare, \$3 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
J. TRIVOLUX & CO.,  
No. 123, Canton Road Central.  
Hongkong, 30th June, 1903. [1751]

**NATAL LINE OF STEAMERS.**  
THE Undernamed GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight. For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1903. [8]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"SUMATRA,"  
FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., To-day, the 6th inst.  
Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT, Superintendent.  
Hongkong, 6th August, 1903. [1]

**NAVIGAZIONE GENERALE ITALIANA.**  
(Florio and Rubattino United Companies.)  
NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.  
THE Steamship  
"CAPRI,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.  
All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.  
CARLOWITZ & CO., Agents.  
Hongkong, 4th August, 1903. [4]

**IMPERIAL GERMAN MAIL LINE.**  
NORDEUTSCHER LLOYD.  
HAMBURG-AMERIKA LINIE.  
NOTICE TO CONSIGNEES.

THE Steamship  
"KLAUSCHOU,"  
OF THE HAMBURG-AMERIKA LINIE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Optics, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M., To-day, the 4th inst.  
No Claims must reach us before the 15th August, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by NORDEUTSCHER LLOYD.  
MELCHERS & CO., Agents.  
Hongkong, 4th August, 1903. [5]

**NIPPON YUSEN KAISHA.**  
INTIMATION TO UNDERWRITERS AND SHIPPERS.

TELEGRAPHIC information has been received that the Company's s.s. "KAWACHI MARU," which left Hongkong on the 27th June last for London and Ports, had an outbreak of fire occurring at sea in No. 4 hold, and she put in at Messina, from which port she was to have sailed on the 1st August.  
T. S. TAKAYANAGI, Acting Manager.  
Hongkong, 4th August, 1903. [2208]

**NOTICE.**  
THE YANGTZE PILOTS' ASSOCIATION  
(Wooing-Hankow Pilotage Service).  
Office, No. 2, The Bund, Shanghai.  
M. F. L. CROMPTON has been appointed SECRETARY of the above Association. Owners or Masters requiring qualified Pilots for the Yangtze will oblige by addressing the Secretary.  
For the Committee,  
F. L. CROMPTON, Secretary.  
Telephone No. 888.  
Telegraph Add.: "Sentinel," Shanghai. [2329]

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.  
A.I. & C.C. Scott's and Engineering Code Used.  
DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 85 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide... 26 "

DOCK No. 2 (at MUKALIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide... 22 "  
PATENT SLIP (at KOSUGA).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE.  
1677

## THE AMERICAN SYSTEM OF DENTISTRY.

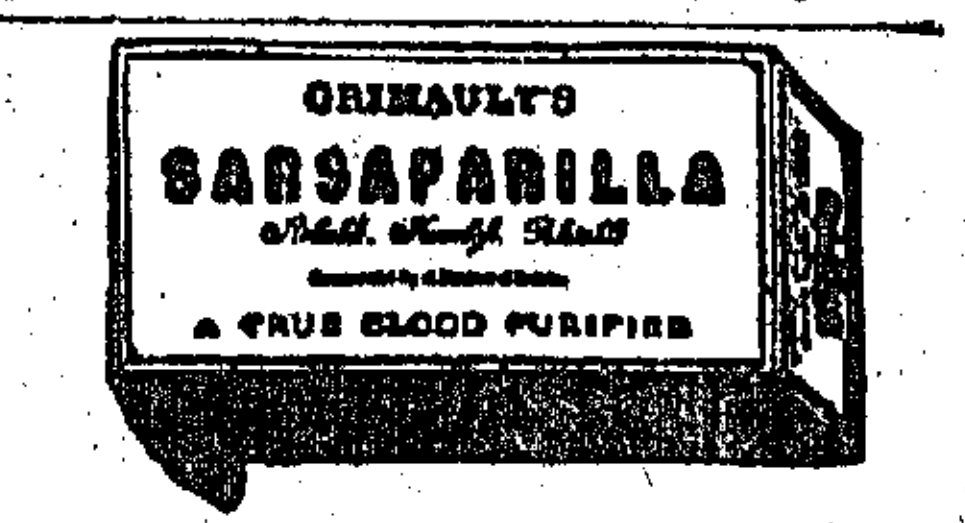
DR. M. H. CHAUN,  
27, DES VEAUX ROAD CENTRAL HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 10th March, 1903. [77]

**CARMICHAEL & CLARKE,**  
CONSULTING ENGINEERS  
AND SHIPBUILDERS.  
SURVEYORS AND CONTRACTORS.  
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.  
A B C Code, 4th Edition.  
A 1 Code.  
Liebner's Standard Code.  
TELEPHONE 232.  
Hongkong, 29th June, 1903. [117]

## Gold Medal, Health Exhibition, London

**BENGER'S FOOD**  
For INFANTS, INVALIDS, & THE AGED.  
Delicious, Nutritive, Digestible.  
BENGER'S FOOD is sold in TINS by Chemists, etc., Everywhere.



## CLEANSE YOUR BLOOD

with GRIMAULT & Co's  
**SARSAPARILLA!**  
For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

**GRIMAULT & Co**  
8, rue Vivienne, PARIS (France)  
Sold by all dealers.  
1892-1

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have new 40,000-Cubic feet of Cold Storage available at EAST PORT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.  
Wm. PARLANE, Manager.  
Hongkong, 19th November, 1901. [65]

## BUDWEISER BEER

EXTRA PALE LAGER in CLEAR BOTTLES, OF UNIVERSAL POPULARITY.  
ANHEUSER-BUSCH BREWING ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.  
The Beer is distilled after being bottled, and full measure is insured its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.  
**F. BLACKHEAD & CO.,**  
Sole Agents.  
Hongkong, 25th July, 1903. [2117]

## DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.  
Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickens of Pregnancy.



## van Houten's

Best & GOES FARTHEST.



## COCOA

EXQUISITE FLAVOR

TELEGRAPHIC information has been received that the Company's s.s. "KAWACHI MARU," which left Hongkong on the 27th June last for London and Ports, had an outbreak of fire occurring at sea in No. 4 hold, and she put in at Messina, from which port she was to have sailed on the 1st August.  
T. S. TAKAYANAGI, Acting Manager.  
Hongkong, 4th August, 1903. [2417-4]



## POST OFFICE NOTICES.

## MAILS WILL CLOSE.

FOR	PER	DATE
Bangkok	M. Rickmers	Monday, 10th, 9.00 A.M.
Manila	Zaire	Monday, 10th, 9.00 A.M.
Namtu	Taike	Monday, 10th, 9.00 A.M.
Canton	Honam	Monday, 10th, 9.30 A.M.
Macao	Hongshan	Monday, 10th, 12.15 P.M.
Singapore, Penang and Calcutta	Gregory Apear	Monday, 10th, 2.00 P.M.
Shanghai	Kwanglee	Monday, 10th, 3.00 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Thinner	Monday, 10th, 3.00 P.M.
Shanghai and Chinkiang	Chinkiang	Monday, 10th, 3.00 P.M.
Kumohk and Samshui	Pungkong	Monday, 10th, 4.00 P.M.
Canton	Taike	Monday, 10th, 5.00 P.M.
Manila	Wingchait	Monday, 10th, 5.00 P.M.
Namtu	Taike	Monday, 10th, 5.00 P.M.
Sarabue	Lee Wing	Monday, 10th, 5.00 P.M.
Hoihow and Haiphong	Hanoi	Monday, 10th, 5.00 P.M.
Samarang and Sourabaya	Sinang	Tuesday, 11th, 10.00 A.M.
Europe, &c., India via Taticorin		Tuesday, 11th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)		
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, U.S.A.	Iyo Maru	Tuesday, 11th, 3.00 P.M.
Shanghai, Chemulpo, Dally and Port Arthur	Pronto	Tuesday, 11th, 4.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.	Athenian	Wednesday, 12th, 11.00 A.M.
Moji, Kobe, Yokohama and San Francisco	Chingma	Wednesday, 12th, 11.00 A.M.
Singapore, Penang and Bombay	Copri	Wednesday, 12th, 11.30 A.M.
Cholon and Tientsin	Nanchang	Wednesday, 12th, 3.00 P.M.

TO-DAY.  
Japanese Agents, opposite Central Market, 1 and 3 p.m.  
Sale. Crown Land, Public Works Department, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

8th August.	
London	
Telegraphic Transfer	1.95
Bank Bill, at 30 days sight	1.97
Bank Bill, at 4 months sight	1.97
Credit, at 4 months sight	1.97
Documentary Bill, 4 months sight	1.97
Paris	
Bank Bill, on demand	2.55
Credit, at 4 months sight	2.59
Germany	
On demand	1.83
New York	
Bank Bill, on demand	4.44
Credit, 60 days sight	4.44
Bombay	
Telegraphic Transfer	1.34
Bank, on demand	1.34
Calcutta	
Telegraphic Transfer	1.34
Bank, on demand	1.34
Shanghai	
Bank, at sight	7.25
Private, 30 days sight	7.25
Yokohama	
On demand	.87
Manila	
On demand	Nominal.
Singapore	
On demand	Nominal.
Panama	
On demand	1.07
Haiti	
On demand	1.4 p.m.
Saigon	
On demand	1 p.m.
Severance, Bank's Buying Rate	\$11.50
Gold Loan, 100 fine, per ton	\$12.90
Gold Silver, per oz.	252

## OPIUM.

8th August.	
Malaya New	88.90 to 100
Malaya Old	84.00 to 100
Malaya Older	84.00 to 100
Malaya V. Old	84.00 to 100
Peruvian fine quality	88.50 to 100
Peruvian extra fine	88.50 to 100
Pataca New	81.05 to 100
Pataca Old	81.05 to 100
Benares New	81.05 to 100
Benares Old	81.05 to 100

## VESSELS EXPECTED.

THE INDIAN MAIL.  
The steamer *Arrol* from Calcutta, left Singapore for this port on the 6th inst., a.m.  
The Indo-China steamer *Lingay* left Calcutta for this port, via the Straits, on the 1st inst., and may be expected here on the 17th inst.  
THE GERMAN MAIL.  
The Imperial German mail steamer *Sachsen* left Colombo on the 8th inst., a.m., and may be expected here on the 19th inst.  
THE CANADIAN MAIL.  
The C.P.R. steamer *Empress of India* left Vancouver on the 27th ult., p.m., for Hongkong, via the usual ports of call.  
THE AMERICAN MAIL.  
The O. & O. steamer *Doric* left San Francisco for this port, via Honolulu, &c., on the 23rd ult.  
The N.Y.K. steamer *Kogoshima Maru* (Hombay Line) left Kobe via Moji for this port on the 2nd inst., p.m.  
The N.Y.K. steamer *Inaba Maru* (European Line) left Singapore for this port on the 6th inst., a.m., and is expected here to-day, a.m.  
The N.D.L. steamer *Konigsberg* from Calcutta, left Singapore for this port on the 5th inst., p.m., and was expected here to-day, at daylight.  
The N.Y.K. steamer *Kumano Maru* (Australia Line) left Manila for this port on the 8th inst., and is expected here to-day.  
The O.S.S. steamer *Kintick* left Singapore on the 5th inst., p.m., and is expected here to-day.  
The O.S.S. steamer *Ajar* left Moji on the 7th inst., and is expected here to-day.  
The T.K.K. steamer *Zohella* left Manila on the 8th inst., p.m., and is expected here to-day, at about 2 p.m.  
The C.N. steamer *Sungliang* left Manila for this port on the 8th inst., and is expected here to-morrow, at daylight.  
The C.N. steamer *Changsha*, from Australian ports, left Port Darwin for this port, via Manila, on the 5th inst., and is expected here on the 16th inst.  
The C.C. steamer *Lothian* left San Francisco on the 29th ult.  
The Boston Tow Boat Co.'s steamer *Lyra* left Yokohama for this port and the usual ports on the 26th ult., and is due to arrive at this port on the 15th inst.  
The N.P. steamer *Olympia* left Tacoma on the 3rd inst., a.m., for Yokohama and the usual ports.  
The P. & A. steamer *Indrapura* arrived at Yokohama at 7 p.m. on the 29th ult., and may be expected here to-morrow.  
The E. & A. steamer *Eastern* left Sydney on the 5th inst., for this port, via Queensland ports.

STEAMERS PASSED THE CANAL.  
7th July—*Fachonhall*, *Indra*, *Manchuria*, *Vernon*, 10th—*Bencorick*, *Claverhill*, *Tener*, *Munira*, 14th—*Konigsberg*, *St. Irene*, *Haddonhall*, 17th—*Nabia*, *Kintick*, *Veneta*, *Ningchou*, 18th—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Feb.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Feb.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Feb.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Feb.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Feb.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Feb.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Feb.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Feb.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Feb.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Feb.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Mar.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Mar.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Mar.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Mar.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Mar.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Mar.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Mar.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Mar.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Mar.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Mar.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Apr.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Apr.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Apr.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Apr.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Apr.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Apr.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Apr.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Apr.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Apr.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Apr.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd May.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th May.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th May.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th May.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th May.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th May.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st May.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th May.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th May.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th May.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Jun.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Jun.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Jun.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Jun.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Jun.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Jun.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Jun.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Jun.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Jun.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Jun.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Jul.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Jul.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Jul.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Jul.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Jul.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Jul.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Jul.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Jul.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Jul.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Jul.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Aug.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Sept.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Oct.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Nov.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 30th Dec.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 3rd Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 6th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 9th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 12th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 15th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 18th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 21st Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 24th Jan.—*Indra*, *Manchuria*, *Claverhill*, *Tener*, *Munira*, 27th Jan.—*Indra*, *Manchuria*, *Claverhill</*